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DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for radar vectors to GEP VORTAC then via GEP R-293 to KBREW INT/GEP 55 DME. Turbojet aircraft maintain 7000 or lower assigned altitude, all other aircraft maintain 5000 or lower assigned altitude.

DME EQUIPPED AIRCRAFT RWY 12L/12R DEPARTURES: Initially assigned heading 060° clockwise to 100°, cross FCM 17 DME at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure. Thence. . . .

DME EQUIPPED AIRCRAFT RWY 17 DEPARTURES: Initially assigned heading 095° clockwise to 168°. Turn to assigned heading as soon as possible after takeoff. Initially assigned heading 168° clockwise to 210°. Turbojet aircraft climb via heading 168° until MSP 3 DME before turning on course. Non turbojet aircraft turn to assigned heading as soon as possible after takeoff. Initially assigned heading 210° clockwise to 285°. Turbojet aircraft climb via heading 168° until MSP 3 DME before turning on course, cross MSP 8 DME at or above 3500, maintain assigned altitude. Non turbojet aircraft turn to assigned heading as soon as possible after takeoff, cross MSP 8 DME at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure. Thence. . . .

DME EQUIPPED AIRCRAFT RWY 30L/30R DEPARTURES: Initially assigned heading 220° clockwise to 260°, cross MSP 8 DME at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure. Thence. . . .

NON DME EQUIPPED AIRCRAFT RWY 12L/12R DEPARTURES: Initially assigned heading 060° clockwise to 100°, cross FGT R-010 at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure. Thence. . . .

NON DME EQUIPPED AIRCRAFT RWY 17 DEPARTURES: Initially assigned heading 095° clockwise to 168°. Turn to assigned heading as soon as possible after takeoff. Initially assigned heading 168° clockwise to 210°. Turbojet aircraft climb via heading 168° until crossing FCM R-077 before turning on course. Non turbojet aircraft turn to assigned heading as soon as possible after takeoff. Initially assigned heading 210° clockwise to 285°. Turbojet aircraft climb via heading 168° until crossing FCM R-077 before turning on course, cross GEP R-180 at or above 3500, maintain assigned altitude. Non turbojet aircraft turn to assigned heading as soon as possible after takeoff, cross GEP R-180 at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure. Thence. . . .

NON DME EQUIPPED AIRCRAFT RWY 30L/30R DEPARTURES: Initially assigned heading 220° clockwise to 260°, cross FGT R-323 at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure. Thence. . . .

. . . . via transition or assigned route. Expect clearance to filed altitude/flight level 10 minutes after departure.

FARGO TRANSITION (KBREW1.FAR): From over KBREW INT via FAR R-116 to FAR VORTAC.

TAKE-OFF OBSTACLE NOTES (cont.)

RWY 22: Tree 2906' from DER, 833' right of centerline, 94' AGL/934' MSL.
Hopper 1716' from DER, 456' left of centerline, 48' AGL/888' MSL.

RWY 30L: Multiple trees beginning 1301' from DER, 711' left of centerline , up to 80' AGL/919' MSL.
Tree 1230' from DER, 633' right of centerline, 30' AGL/877' MSL.
Ground 28' from DER, 490' right of centerline 0' AGL/844' MSL.

RWY 17: Building 199' from DER, 496' left of centerline, 67' AGL/898' MSL.
Multiple poles beginning 188' from DER, 240' right of centerline, up to 160' AGL/866' MSL.
Wind direction indicator on building 2619' from DER, 881' left of centerline, 97' AGL/918' MSL.
Building 2619' from DER, 859' left of centerline, 84' AGL/905' MSL.

RWY 35: Multiple trees beginning 175' from DER, 212' right of centerline, up to 73' AGL/913' MSL.
Tree 1989' from DER, 734' left of centerline, 65' AGL/892' MSL.
Tree 2449' from DER, 351' left of centerline, 75' AGL/902' MSL.
Building 5.5 NM from DER, 1849' left of centerline, 811' AGL/1743' MSL.
OL antenna on building 5.4 NM from DER, 1788' left of centerline, 807' AGL/1739' MSL.

NC-1, 19 JAN 2006 to 16 FEB 2006

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